Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at http://about.jstor.org/participate-jstor/individuals/early-journal-content.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

GEOGRAPHICAL RECORD.

NORTH AMERICA.

THE TOPOGRAPHIC SURVEY OF NEW YORK STATE.—The United States Geological Survey has thus far published seventy-three of the atlas sheets, giving the results of the topographic survey of this State as far as it has progressed. The sheets cover nearly all of the eastern tier of counties, but only the Brooklyn sheet of Long Island is yet ready. The survey has also been extended east and west across the State, through the Mohawk valley and to Niagara Falls, with a break in Wayne and Cayuga counties. The Ithaca, Elmira, and Olean sheets are all that are yet issued for the south central and south western parts of the State. The sheets now ready cover a little more than a third of the total area.

THE BOARD ON GEOGRAPHIC NAMES.—All the decisions of this Board on questions of geographic nomenclature, from the time of its organization in 1890 to the present, are included in the second edition of its second Report, just published. Nine years have elapsed since the publication of the first Report. The decisions since that time have appeared irregularly in pamphlet form. It will be a convenience to many writers who desire to profit by the decisions of the Board to have so much of its work in a single volume. Congress authorized the printing of 19,000 copies of the two editions of this report, which will probably supply the demand. The Report makes note of the action of Congress in overruling the decision of the Board that the Spanish Puerto Rico was the preferable spelling of the name of the island we had acquired. The time-honored English spelling, Porto Rico, is now appearing in all Government publications.

GEOLOGICAL SURVEY OF CUBA.—Dr. C. Willard Hayes and Messrs. T. W. Vaughan and A. C. Spencer, of the United States Geological Survey, have been detailed to make a study of the mineral resources of Cuba. Dr. Hayes and Mr. Vaughan have reached the island and begun work. The expense of this undertaking will be met by the Cuban government. A careful study of the mineral resources of Cuba will be of much economic value to the island.

SOUTH AMERICA.

THE TOCANTINS AND ARAGUAYA RIVERS TO BE OPENED TO COMMERCE.—*Le Mouvement Géographique* (1901, No. 11) says that a

Belgian company will undertake to make the large Tocantins and Araguaya rivers available for commerce. These large rivers flow northward from the uplands of the state of Goyaz, in inner Brazil, to the Atlantic. They have usually been classed in the Amazon basin, but in fact have an independent outlet to the sea through the estuary known as the Pará river. About 300 miles from the sea they unite, and just below their confluence rapids begin to interrupt navigation. This interruption continues for about 100 miles, between Praia de Rainha and Alcobaça, in which distance the united rivers drop about 700 feet. A Brazilian company received a concession twelve years ago to build a railroad around the rapids, but was unable to carry out its contract. A Belgian company has succeeded to the rights thus forfeited by the Brazilian concern. A committee sent from Belgium has reported that the estuary is navigable by large sea-going vessels from the ocean to Cameta, over 100 miles; that ordinary river vessels may ascend to Alcobaça, about 300 miles from the sea; that the railroad around the rapids, 100 miles in length, involves no special engineering difficulties, and that both rivers above the rapids may be navigated to Goyaz by river steamers after some improvements have been made, particularly in the Araguaya. The rivers flow through large tracts of forests, which alternate with still larger areas of pastoral lands. For hundreds of miles there are rubber resources which have scarcely yet been touched, because transportation has been difficult. Cattle are the chief animal resource. Large herds abound in Goyaz and along the Tocantins, where a steer is worth only $10, though the average price is $40 at Pará, where a hundred head of cattle are killed every day for the market. Engineers are about to leave Belgium to carry out surveys for the railroad, and another party, led by Mr. Leon Thierry, has sailed to make a study of the mineral wealth of the two valleys.

DIVERSIFYING CROPS IN BRITISH GUIANA.—The British Colonial Reports for 1898–99 say that the inhabitants of British Guiana, who have been chiefly engaged in the cultivation of sugar-cane, are beginning to direct their attention to rice, tobacco and other crops which may successfully be produced on the alluvial lands between the coastal area and the sand-dunes of the interior. There is export demand for these other crops, and it is highly desirable that British Guiana should cease to confine her attention to sugar-cane, which has been a precarious dependence in recent years, owing to the competition of beet sugar.

EUROPE.

THE SALT LAKE AT LARNACA.—The *Geographical Journal* (Feb., 1891) says that Mr. C. V. Bellamy has recently made an investigation of the salt lake at Larnaca, in Cyprus, to ascertain, if possible, the origin of the salt. The lake is about a mile southwest of the town of Larnaca, in a hollow on the east side of a basin whose lowest part is ten feet below mean sea-level. In a paper read before the Geological Society, Mr. Bellamy said the barrier between this lake and the sea is mainly composed of shelly sand, overlying a bed of stiff calcareous clay associated with conglomerate. The land between the lake and the sea is too salt to be cultivated, but on the other sides the soil is of average fertility. The sea-water appears to percolate through the sand, and being kept near the surface by the clay beneath, slowly reaches the basin, where it is evaporated by the summer heat and deposits its salt. Artificial channels have been made to intercept the flood-water of the lake's tributaries and convey it to the sea, so that it may not dilute the lake brine. The salt harvest begins in August, at the height of the summer heat. One heavy shower at this time suffices to ruin the salt prospects for the year. The quality of the salt is of unusual excellence.

HYDRAULIC POWER IN THE FRENCH ALPS.—According to the *Annales de Géographie* (Jan., 1901), the utilization of the water-power of France's Alpine region has become a question of much interest. The coal crisis (which led to advanced prices for that fuel last year), the activity in metallurgic and other industries, and the inadequacy for her needs of the home supply of coal in France, are turning attention to schemes for utilizing the water resources of the Alps. This mountain region in France has an area about equal to that of the Alpine districts of Switzerland, Lombardy, and Piedmont together, but is much less densely populated, and this is one of the reasons why Switzerland and Italy have surpassed France in utilizing the power of mountain streams. There are now fifty-eight factories, with 250,000 horse-power, in the French Alps. It is estimated that the minimum power at low water among these mountains which may be made effective is 3,000,000 horse-power. A committee of engineers, under the auspices of the Minister of Public Works, is now studying the project of M. Souleyre, who proposes to transmit, electrically, water-power from the lower Rhone for industrial and agricultural purposes.

ASIA.

SURVEYS IN THE PHILIPPINES.—It has been announced earlier that the Coast and Geodetic Survey is about to carry out a survey of the numerous harbors among the islands and make soundings in the coast waters to facilitate navigation. The navigable rivers will also be charted. The *National Geographic Magazine* says that civil service examinations are to be held in Manila for the selection of fifteen Filipinos to take part in this work. Young men who are selected will probably be brought to the United States for preliminary training in the office of the Survey at Washington before being assigned to field service.

NAGASAKI AS A FREE PORT.—The Chamber of Commerce at Nagasaki desires to give that port, which is surpassed in volume of business only by Yokohama among the ports of Japan, greater importance in the forwarding business. To this end they have petitioned their Government to establish a free port at Nagasaki similar to the free ports of Germany. In other words, they desire that a portion of the water-front be set apart as a place where goods may be landed without paying duties. These goods destined for other countries will be sent to Nagasaki for trans-shipment, and deposited in the free port till placed on board the vessels that take them to their destination. Nagasaki desires in this way to become an entrepôt for Korea and north China, a business that is now almost monopolized by Shanghai.

AFRICA.

A RAILROAD IN DAHOMEY.—*Le Mouvement Géographique* (1901, No. 13) says that the French Government has decided to build a railroad, about 400 miles in length, from the port of Kotonu, on the Gulf of Guinea, to the Niger river, just west of the boundary of Sokoto. The line will thus traverse Dahomey from south to north. A preliminary survey has been made of the route as far as Paraku, about 200 miles inland, and the work of constructing this part of the line has already begun at Kotonu. The region which this railroad will traverse has a comparatively dense population. It is expected that the road will have an important effect upon the development of the French Sudan and Sokoto. It will reach the Niger above the rapids at Busa, which impede navigation, and it is expected to place the interior of the French Sudan within twenty days of Bordeaux.

PETROLEUM IN ALGERIA.—The Governor-General of Algeria reports that there are four zones containing petroleum, extending from northwest to southeast, in Western Algeria. The most southern zone is about 125 miles long. The petroleum indications resemble those at Baku and in Galicia, and seem to warrant large expectations. In Constantine, also, petroleum-bearing areas have been found which seem to be the continuation of the Oran zones. Several companies have applied for concessions to develop these oil resources. (*Deutsche Rundschau für Geog. u. Stat.*, Jan., 1901.)

CAVES IN EAST AFRICA.—Mr. P. Chaudoir, in *Le Mouvement Géographique*, describes some interesting limestone caves within a couple of hours' walk from the coast town of Tanga, in East Africa. One of them has a large opening in the wall of a cliff. A short distance inside are chambers, rising to a height of 100 and 250 feet, beyond which is a vast room covering an area of 5,000 square yards. He met the same difficulty in exploring these caves that is usually encountered in caves of tropical countries. The roofs and walls of the passageways are covered with bats. Many of them are very large, and one of them, killed with a stick, measured four feet ten inches from tip to tip of the wings. The explorer says he believes these caves are equal in extent to some of the most famous caverns of France.

THE SIWAH OASIS.—Last fall the *Zeitschrift* of the Berlin Geographical Society published an account of Lieut. von Grüner's visit to Siwah, west of Cairo, formerly consecrated to Jupiter Ammon, where the renowned oracle was once consulted by Alexander the Great. The German traveller was well received; even the Sheikh al Habun, the representative of the Mahdi of the Senussi, invited him to dinner, and the explorer departed of his own volition after a stay of a fortnight. He was not permitted, however, to make surveys, and he failed in his attempt to secure squeezes of the hieroglyphics in the Temple of Jupiter Ammon, but brought home numerous photographs of an ancient temple in Aghermi, which he was the first to visit. He ascertained that the temperature of the famous Fountain of the Sun is uniformly 88° F. at all hours of the day and night.

Professor G. Steindorff, in a later visit to Siwah, was more successful. He has a paper on his journey and explorations in the *Zeitschrift* (Dec., 1900). His party started from Cairo on Nov. 30, 1899, in the direction of Wady Natron, where many convents of Macarius and other saints were visited. Thence the party marched west for nineteen days, when they reached the Siwah oasis. The exploration of the ruins of numerous temples brought rich results, and in the cemeteries of Zetun and Abul Anwaf many glass mosaics were found. The party started to return on January 8. In the Bahrieh oasis, where they remained seven days, two Egyptian temples, dating from the sixth century B.C., were discovered; and near El-Kasr-Bauiti two tombs of princes of the fourteenth century B.C. were found.

THE UGANDA PROTECTORATE.—Sir Harry Johnston, special Commissioner of the Uganda Protectorate, has issued a report on that important part of British East Africa. His report is accompanied by maps showing the climatic and other influences that will affect the future of the country. He divides Uganda into zones of altitude, as, in his opinion, the healthfulness of each district is mainly determined by elevation above the sea. On one map he shows large areas that are over 5,000 feet above sea-level, and almost entirely free from malarial fever. He considers the districts as healthful for the white race as the best parts of North and South Africa. The country between 5,500 and 3,500 feet is only moderately healthful, and the regions under 3,500 feet are not adapted to become the home of white men. This is the case along the banks of the Nile, the coasts of Lake Albert, and, in a lesser degree, on the shores of Victoria Nyanza. A rainfall map shows that a wide region north, east, and west of Victoria Nyanza has from forty to sixty inches of rain a year. The rainfall decreases to the north and northeast, and is probably less than ten inches a year on the southern half of Lake Rudolf. The most densely-peopled areas are along the western and northern shores of Victoria Nyanza and around Mount Elgon, northeast of the lake, where the density is from 60 to 100 to the square mile. The Waganda and other representatives of the Bantu races of Africa in Uganda have made great progress through the efforts of missionaries, but the negro tribes of the upper Nile, on the contrary, give little encouragement to missionary effort. About two-thirds of the country is extremely fertile. The abundance of the banana, which is the mainstay of the natives, encourages idleness among them, because they can procure all the food they need without effort. Wheat, barley and oats thrive in the higher regions, and almost every other cereal in the lowlands. The swampy valleys are admirably suited for the cultivation of rice, and there is no reason why Uganda should not become one of the great coffee-growing countries.

NOTES ON COMMERCIAL GEOGRAPHY.

One of the leading French trade papers says that the consumption of raw silk in the United States has for three years exceeded that of France. The manufacturing development of this country, which has equalled that of France since 1897, now surpasses it. Consul Brunot has written to the State Department that leading silk men of Lyons and St. Etienne say the day is coming when American manufacturers will sell silk piece goods and ribbons in Paris and London. Our silk industry has reached a large development only within the past few years. The home silk mills now produce the larger part of the silks this country consumes. At present, however, the silk trade is laboring under the disadvantage of over-production.

A company, chartered under the laws of South Carolina, is planting tea on 6,000 acres of land, purchased near Charleston. Tea requires rich soil for the best results, and, as little of the land on the proposed tea farm is in the best condition, only a small acreage will be planted this year. All the land will be enriched, and next year 5,000 acres will be planted. It is known that the tea plant will thrive in several Southern States, but the business has never been placed on a paying basis. The result of the present experiment will be watched with interest.

Bulletin 58 of the Census Bureau, devoted to cotton-ginning, is the first report of its kind made by a United States Census. The report shows the important changes that have occurred in the areas of cotton production. The high price of cotton after the Civil War led to its cultivation to some extent in California, Illinois, Indiana, Nevada, Utah, and West Virginia. With the advent of low prices cotton culture gradually disappeared from those sections not peculiarly adapted for it. The loss in the States lying along the northern border of the cotton belt is, however, more than offset by the increased production in the territory west and southwest of the Mississippi river. This increase is practically confined to Texas, the Indian Territory, and Oklahoma. In 1899 Texas produced 28 per cent. of the entire cotton crop, heading the list of cotton-producing States. The territory west of the Mississippi in 1899 produced 45 per cent. of the whole crop.

A report on the manufacture of beet sugar just published by the Census Bureau says that the beet is now yielding more than a third of our domestic sugar product. Thirty-five factories have been built since 1896, and the thirty-one factories now in operation include nine in Michigan, eight in California, and fourteen in other States and Territories from Washington in the north to Mexico in the south and New York in the east. Most of the factories are large, substantial buildings, designed with the view to accommodate so much machinery that their present output may at least be doubled in the future. In view of these facts the industry in this country is now regarded as a commercial success.

The *Financial Times* of London says that our calico is now competing successfully with English prints in the British market. Calicoes made in this country are selling in England, and are considered to be excellent goods of their kind. This is an innovation in our cotton trade. The sheetings, prints, and other cotton fabrics made in this country are for the most part classed among the coarser products. We have not attempted on a large scale to make fine cotton goods. There is little demand for them at home, and the cost of making and finishing them in our mills is much larger than in England on account of the skilled labor required, for which we pay higher wages than British operatives obtain. So it happens that the cottons we have made for home consumption or export have in the main been common cloths.

The German Antarctic Expedition, which will start for Kerguelen Island in a few months, will give special attention to the study of sea life and its economic aspects. None of the useful varities of fish is yet known to exist in Antarctic waters. The southern boundary of the fishing regions now lies along the sailing routes between Cape Town, St. Paul Island, Tasmania, New Zealand, and Magellan Strait. It is thought, however, that useful fish may exist in Antarctic waters, and the German expedition will investigate this possibility.

The Royal Mail Steamship Company has contracted to place in each of its steamers plying between Europe and the Rio de La Plata a chilling apparatus, with a capacity of 1,500 beef carcasses. Three thousand carcasses will be shipped to Southampton each month by a single Montevideo company. The average voyage from the La Plata requires about 22 days. Other meat companies are making similar arrangements, and, according to Consul Swalm of Montevideo, the Rio da La Plata countries will in the future be a stronger competitor with the United States in the English and other European markets.

POLAR REGIONS.

THE BALDWIN-ZIEGLER EXPEDITION.—It is announced that this expedition to the North Pole will start in June or July.

There will be two ships—the *America* (a steam-whaler, built two years ago) and the *Fridtjof.*

The *America* has three masts, and is barkentine-rigged. Her engines have been placed aft, so that the vessel will be able to climb the ice and tread it down. Her bows are iron-sheathed, well fitting her for cleaving her way through ice. Her screw is in a lifting well. The *Fridtjof* will accompany the *America* as a provision and equipment ship. She will accommodate a party of scientists and sportsmen, and will leave Tromsö, Norway, on June 25, to return on September 1. She is fitted up with laboratories, cabin accommodations, dark rooms, etc.

Arrangements have been made for sledges and for the dogs. The headquarters will be in Franz Josef Land, and the route followed will be substantially the one taken by the Duke of the Abruzzi. Mr. Baldwin expects to be gone for a year, and his party will live in this manner:

> There will be no sleeping out of doors. Plenty of tents will be taken, some of canvas, others of raw silk. Then there will be warm meals, as frequently as possible. Oil will be used as fuel. For warmth we shall have to depend on our clothes by day and sleeping-bags by night. The food for forward work will be condensed, but for life at headquarters and on ship I believe in ordinary food. No spirituous liquors will be allowed in forward work.

CAPT. J. E. BERNIER addressed the Canadian House of Commons on the 18th of March on the subject of his expedition to the North Pole by way of Bering Strait. He estimates that his expedition will cost about $130,000, including fair compensation, not only for the crew of his ship, but also for the members of his scientific staff. The vessel he is to build will be of 300 tons burden and modelled after the *Fram*, but with improvements suggested by Nansen's experience.

Lord Minto, the Governor-General, has become the patron of the enterprise, and it is hoped that the Dominion Parliament will give financial help. A subscription list has received numerous signatures.

THE ARRANGEMENTS for the British Antarctic Expedition are completed.

The *Discovery*, which has been built like a whaler, with greatly-increased strength to withstand the ice, was launched on the 21st of March at Dundee. Her equipment and stores will be taken on board in London.

The ship is 171 feet in length, with 34½ feet beam, and 1,500 tons displacement.

The expedition will leave London in July or August for Melbourne, under the command of Lieut. R. F. Scott, R.N.

THE SHIP built for the German Antarctic Expedition was launched at Kiel on the 1st of April. It has been named the *Gauss*, in honour of the great mathematician.